



Decision Memo

Indian Creek Watershed Road Maintenance and Smith Creek Stream Restoration Project

**USDA Forest Service
Mount Hough Ranger District
Plumas County, CA**

Background

We, (the USDA Forest Service, Plumas National Forest, Mount Hough Ranger District) are proposing the Indian Creek Watershed Road Maintenance and Smith Creek Stream Restoration Project. The project proposes road maintenance and watershed restoration activities within the Moonlight Fire area to reduce the kind of damage caused by the flooding that followed the Moonlight Fire, and create a more sustainable transportation network that minimizes adverse impacts to water and soil quality, and terrestrial and aquatic habitat.

Project Location

The project area includes the Indian Creek and Pierce Creek drainage on the Mount Hough Ranger District and Smith Creek at the NFS 28N03 crossings.

The Indian Creek drainage lies north and west of Antelope Lake. The major roads and travel ways in the project area include the roads in table 1. The proposed activities are located in T26N, R12E, sections 2,3, 4, 5, 8, 9, 10, 14, 15, 16, 20, 21, 22, 26, 27, 28, and 29; T27N, R11E, sections 1, 2, 3, 13,14, 23, and 24; T27N, R12E, sections 4 5, 6, 7, 8, 9, 15, 16, 17, 18, 20, 28, 29 ,33, 34, and 35; T28N, R11E, sections 9, 10, 11, 12, 13, 14, 15, 22, 23, 30, 33, and 34; T28N, R12E, Sections 6, 7, 8, 9, 16, 17, 18, 19, 20, 21, 28, 29, 30, 32, and 33 Mount Diablo Principal Meridian.

Figure 2 shows the general vicinity of the project area and Figure 3 and Figure 4 show the locations of the proposed activities.

Purpose and Need for Action

In July 2007, the Antelope Complex Fire burned approximately 23,000 acres, of which over 13,000 acres was high severity fire. Two months later in September of 2007, the Moonlight Fire burned into the Antelope Complex Fire area burning additional 65,000 acres, of which 37,000 acres was high severity. After these two areas burned, unusual amounts of rainfall and snow increased seasonal flooding and incidental sediment transport during spring runoff. The combined effects of these fires and the resulting flooding damaged roads in the Indian and Pierce Creek watershed, and increased sedimentation throughout the project area.

The Forest Service Rocky Mountain Research Station and Utah State University conducted a geomorphic road analysis and inventory study in the Moonlight Fire area in 2015. The study looked at how soil sediments from roads and specific features of roads, such as stream crossings and drainage ditches, impacted streams and watersheds in the Moonlight Fire area. The study data were also used to locate specific drain points causing sedimentation problems which could be

corrected or improved by management activities. Less than five percent of the drain points in the study area resulted in 90 percent of the sediment delivered to hydrologic features.

We need to conduct maintenance activities on the transportation system to reduce the likelihood of sediment reaching live streams and watercourses from drain points identified in the university study and other sources.

The purpose of the road maintenance project is to improve road drainage structures in the Indian and Pierce Creek watersheds. This would help us reduce the kind of damage caused by the flooding that followed the Moonlight Fire, and create a more sustainable transportation network that minimizes adverse impacts to water and soil quality, and terrestrial and aquatic habitat.

In addition to general road maintenance, there are three sites needing specific actions to improve drainage.

- We also need to obliterate two non-system roads and remove the associated drainage structures. We need to remove drainage structures from a closed road on Cold Stream. We need to remove the drainage structures because unmaintained culverts eventually fail, causing erosion at the stream crossing.
- The West Branch Lights Creek crossing with National Forest System road 28N30 is a bottomless arch culvert. The existing stream alignment is causing exposed footings (piers) which can lead to structural failure. Therefore, there is a need to replace and realign the culvert to reduce erosion and ensure that the structure does not fail.
- The Smith Creek channel is eroding into the road causing resource impacts and putting National Forest System Road 28N03 at risk. The stream needs to be restored to its original alignment away from the road (Figure 1). In addition, the concrete footings of the arch pipe on National Forest System Road 28N03 at West Branch Lights Creek are exposed and cracked, so this culvert needs to be replaced.

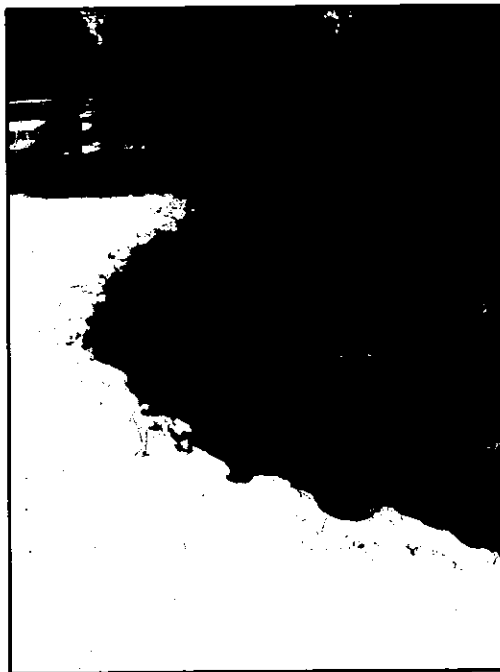


Figure 1. Section of Smith Creek road eroding and being undercut by water as a result of stream channel location (Photo credit USDA Forest Service)

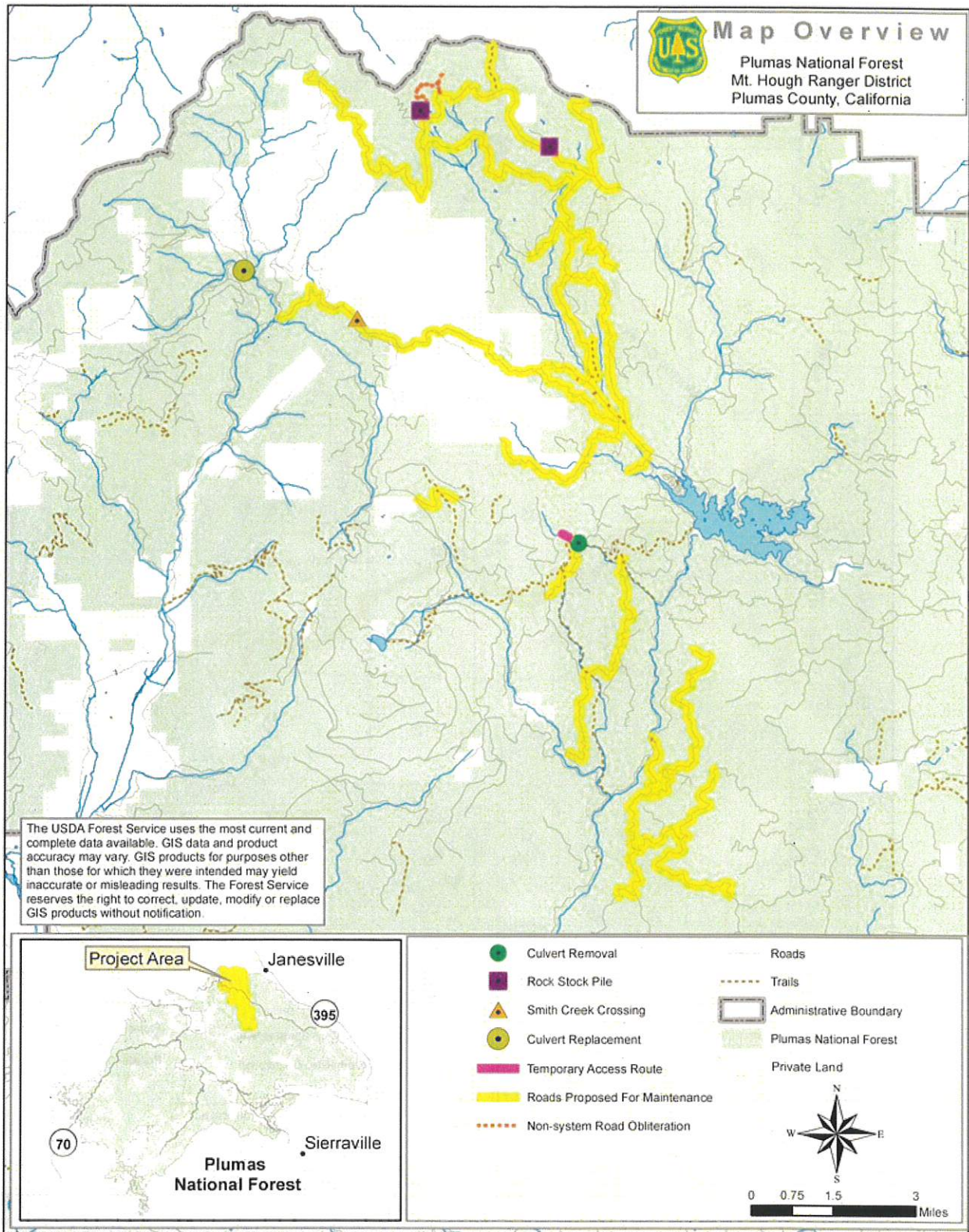


Figure 2. Map showing the project vicinity

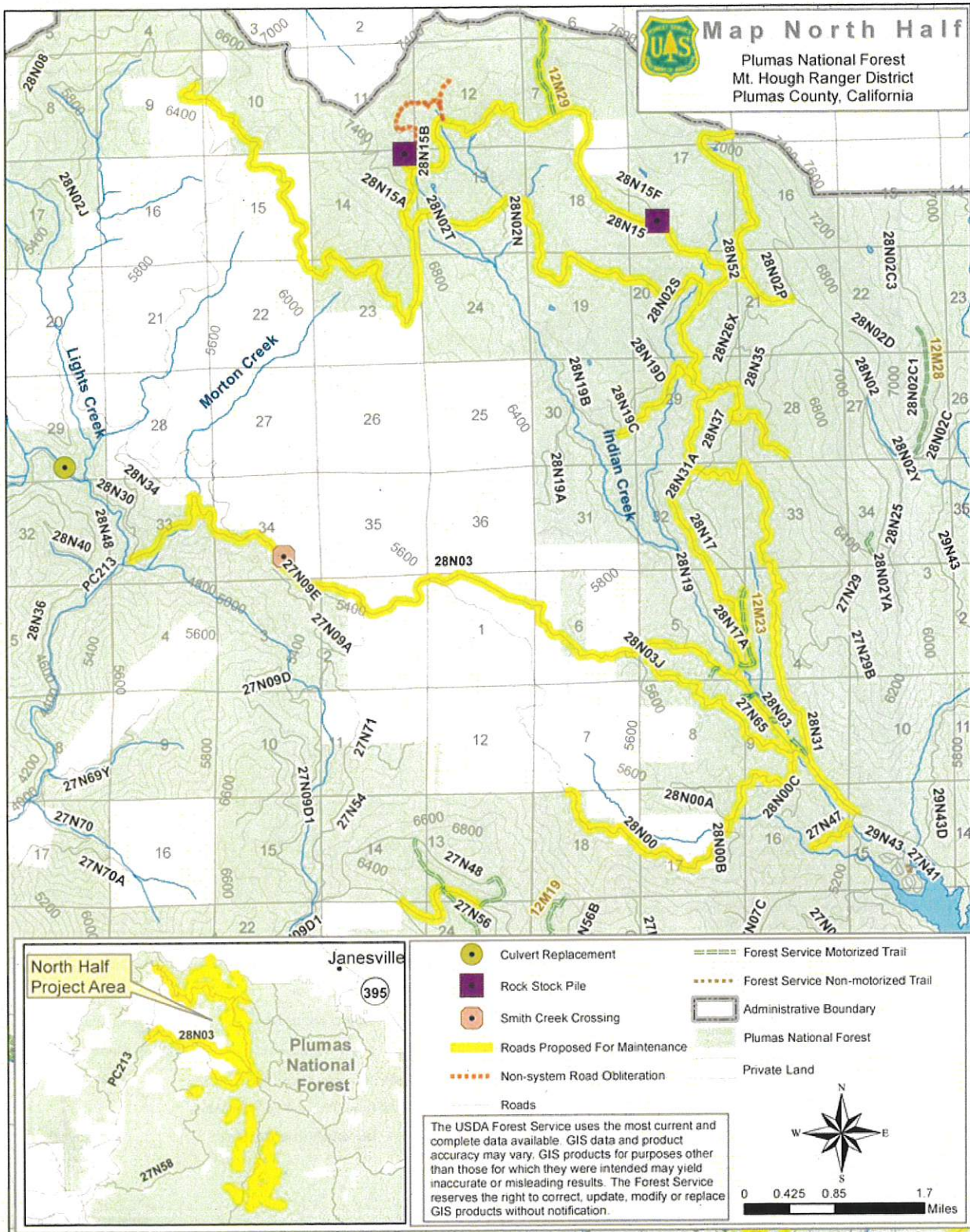


Figure 3. Map showing north half of project area

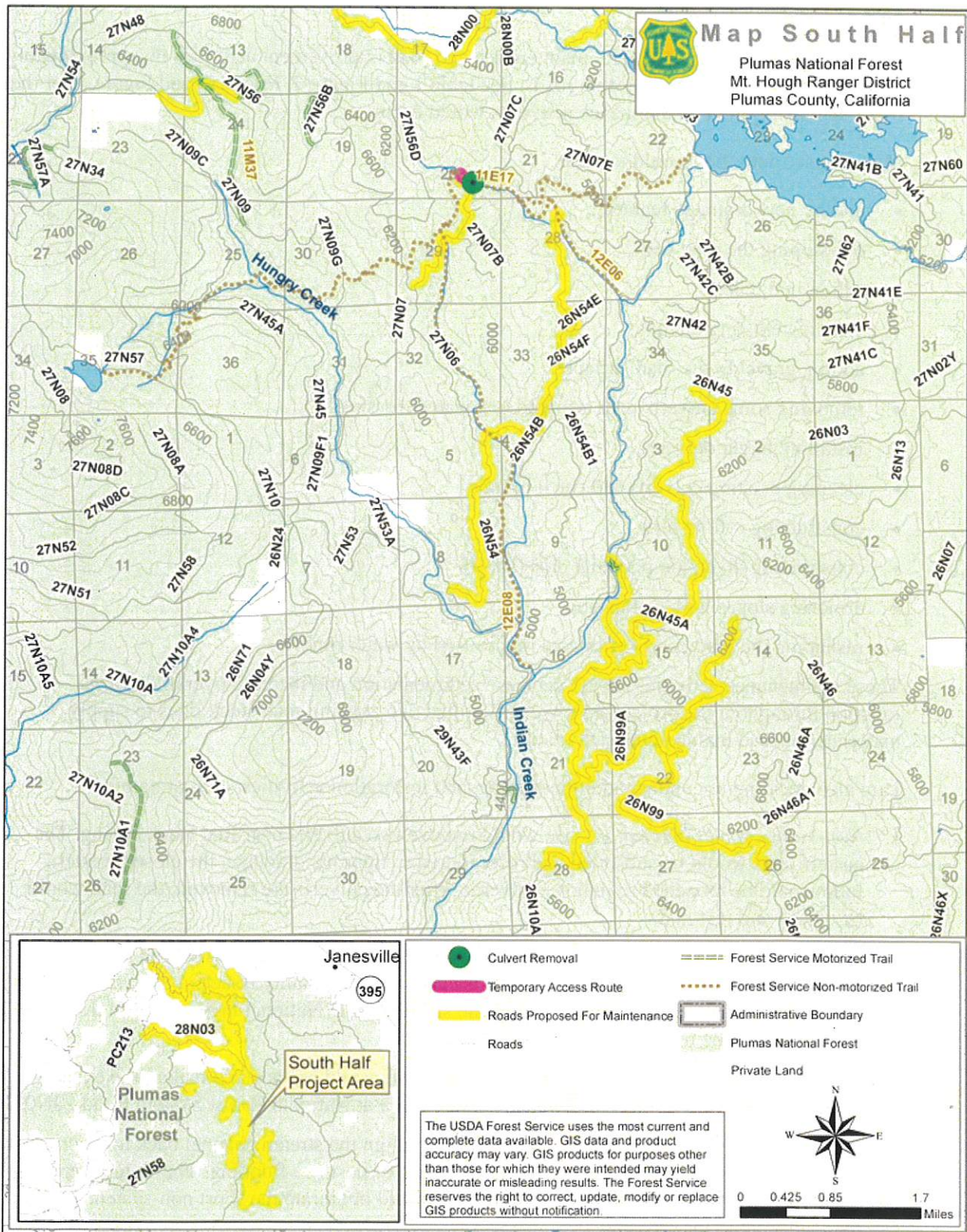


Figure 4. Map showing south half of project area

Decision

I have decided to conduct general maintenance and road improvement activities on approximately 75 miles of National Forest System roads. See table 1 and Figure 2, Figure 3, and Figure 4 for the roads segments where maintenance activities would occur.

Maintenance activities would include:

- adding new drainage features,
- out-sloping the road bed,
- filling in ditches,
- cleaning existing ditches,
- adding gravel to the road surface,
- removing some culverts with armored low water crossings
- installing larger culverts,
- cleaning existing culverts and catch basins,
- constructing rolling dips,
- constructing diversion potential dips (DPD),
- armoring slopes with riprap, and
- reshaping the road bed to eliminate ruts caused by water runoff.

These maintenance activities should decrease sedimentation and increase overall drainage function throughout the project area. We will utilize two existing rock stock piles to supply materials for road maintenance activities.

I am also deciding to conduct additional watershed restoration activities, consisting of:

- *Non-system road obliteration* – we would remove two culverts near Red Rock Spring. The eastern spur would be subsoiled and recontoured to improve drainage, the closed western loop would be reopened to remove culverts. After the culverts are removed, the road would be closed and restored.
- *Culvert removal on non-system road* – we would remove a wooden culvert and an adjacent metal culvert on an unclassified road that is causing water quality issues in the Cold Stream sub-watershed. Equipment would access the site along the National Forest System trail and the trail would be restored after completion.
- *West Branch Lights Creek culvert replacement* – we would replace and realign the existing bottomless arch culvert at West Branch Lights Creek at National Forest System Road 28N03.
- *Smith Creek stream reconstruction* – we would realign the stream channel back to its original course. The stream channel was altered as a result of post fire flooding. The water is eroding and undercutting the bank as a result. Also we would obliterate the short non-system spur road adjacent to the crossing.



Table 1. Road segments that will be maintained through this decision

Road ID Number	Approximate Miles
12M23	0.90
12M28	0.96
26N10	4.08
26N10A	0.61
26N45	4.91
26N46	2.17
26N54	5.53
26N99	4.37
27N07	1.68
27N47	0.56
27N56	1.20
27N65	2.15
28N00	3.63
28N02	10.99
28N03	9.48
28N15	5.65
28N15B	0.10
28N17	2.31
28N19	1.28
28N25	1.55
28N31	5.78
28N52	2.00
TOTAL	74.4

Forest Service Best Management Practices, Plumas National Forest Land Management Plan (as amended by the Sierra Nevada Framework) standards and guidelines or other design features will be incorporated to minimize project impacts to water quality, aquatic species, wildlife, botany, recreation, and heritage resources as described in table 2:

Table 2: Project design features

Resource	Design Feature
Aquatics	<p>Standard Best Management Practices (BMPs) and Forest Plan Standards and Guidelines would be applied in all project locations, unless monitoring discovers presence of special status species (e.g., federally listed or USFS sensitive).</p> <p>Actions adjacent to occupied habitat and critical habitat for the Sierra Nevada Yellow-Legged Frog are limited to maintenance of existing roads or road obliteration; no instream work will be conducted in such areas.</p> <p>Within suitable Sierra Nevada yellow-legged frog habitat the project will comply with all applicable conservation measures and terms and conditions identified in the Programmatic Biological Opinion dated February 17, 2015, in addition within the Riparian Conservation Area the project will meet all Riparian Conservation Objectives and apply applicable forestwide standards and guidelines (USDA Forest Service 2004).</p>
Wildlife	<p><u>Willow flycatcher</u>: Several sections of road maintenance activities and the northern most rock pile site fall within or adjacent to suitable willow flycatcher habitat. To avoid disturbance, a limited operating period restriction would be implemented between June 1 and August 31, if the district biologist determines that sites are occupied at the time of operations.</p> <p><u>Great gray owl</u>: Several sections of road maintenance activities within or adjacent to suitable Great gray owl habitat. To avoid disturbance, a limited operating period restriction would be implemented between March 1 and August 15, if the district biologist determines that sites are occupied at the time of operations.</p> <p><u>Pallid bat, Townsend's big-eared bat, and Fringed myotis</u>: The Cold Stream culvert is used as roosting habitat by one or more of the bat species, most likely Townsend's big-eared bat, as they prefer structures for roosting habitat. To avoid disturbance, a limited operating period restriction would be implemented during breeding season between March 1 and September 30. A district biologist would clear the site of bats before any operations could take place.</p>
Rare Plants	<p><u>Road 28N31</u>: an area to avoid for Sheldon's sedge will be flagged before project implementation, as deemed necessary by a botanist inspecting the site.</p> <p><u>Road 26N10</u>: at Babcock Crossing, an area to avoid for Sheldon's sedge will be flagged before project implementation, as deemed necessary by a botanist inspecting the site.</p> <p><u>Northern end of OHV Trail 12M29</u>: an area to avoid for adobe parsley and Janish's beardtongue will be flagged before project implementation, as deemed necessary by a botanist inspecting the site. To avoid negative impacts to rare plants existing in natural habitats adjacent to the northernmost 100 feet of 12M29, no disturbance would be allowed outside the existing trail prism along this route segment.</p>
Non-native invasive plants	<p><u>ES Road 26N45</u>: The adjacent yellow starthistle infestation (site number 051102_CESO3_0528) will be treated before activities and flagged and avoided to prevent spreading this weed species. The infestation is included in the Moonlight Invasive Plant Treatment project, and control treatments will be coordinated with timing of the WATM52c road maintenance activities so that the infestation will not spread due to this project.</p> <p><u>Canada thistle</u>: Control treatments for numerous infestations present near the project activity areas will be coordinated with timing of the WATM52c implementation to prevent spread of this weed species.</p> <p><u>Indian Creek Roads</u>: Invasive plants are present throughout the project area, in particular, Canada thistle and medusahead. Implementing preventive and control measures described below will considerably reduce the project's risk of introducing or spreading invasive plant species.</p>

Resource	Design Feature
	<ul style="list-style-type: none"> a) Use standard vehicle cleaning clause to clean vehicles before entering Plumas National Forest to reduce the potential spread of Non-native Invasive Species. b) Use weed-free equipment and materials, mulches, and seed sources. Avoid seeding in areas where revegetation will occur naturally, unless noxious weeds are a concern. Save topsoil from disturbance and put it back to use in onsite revegetation, unless contaminated with noxious weeds. All activities that require seeding or planting will need to use only locally collected native seed sources. As necessary, Plumas National Forest botanists will develop project and site-specific revegetation and seeding guidelines that will be customized from existing general guidelines. c) If possible, avoid staging equipment, materials, or crews in noxious weed infested areas. As practical, flag and avoid known invasive sites (see map in project file). d) Flag and avoid, or treat and monitor noxious weed locations discovered during project implementation. Implement treatment consistent with existing approved projects.
Hydrology & Soils	Standard BMP's to minimize floodplain disturbances and sediment mobilization when removing/replacing culverts, conducting road maintenance and reconfiguring Smith Creek.
Archeology	<p>Standard Protection Measures for cultural resource sites per the Region 5 Programmatic Agreement (PA) will be implemented.</p> <ul style="list-style-type: none"> 1. If heritage resources are identified during project implementation (unanticipated discovery), all work would cease immediately in that area until the situation is reviewed by a qualified archaeologist and an assessment and mitigation plan instituted to ensure protection of the site. 2. All known sites within the treatment units will be flagged with a 20 meter buffer and will be avoided by heavy equipment during project activities. 3. Historic properties located within the project's area of potential effects but not in close proximity to identified disturbance areas shall be protected from indirect project impacts such as use of areas for staging equipment or vehicles (i.e., timber harvest equipment; water trucks; road construction, reconstruction or maintenance equipment; Forest Service vehicles etc.) or any other activities. 4. All treatment units must have cultural resource surveys completed, past or present, that meet current survey protocols established by the Plumas National Forest prior to project implementation. <p>In addition, the following site-specific mitigation measures are needed:</p> <ul style="list-style-type: none"> 1. For all non-system road obliteration, non-disturbing broadcast seeding and mulching for establishment of vegetation (R5 PA-1.3-E) and installations of barriers, fencing, or signs with "T"-posts or rebar (R5 PA-1.3-J) are acceptable as these activities are considered a screened activity under R5 PA. 2. The portions of non-system road obliteration need to avoid sites 05115200502, 05115200555, 05115200556, and 05115200188 with a buffer of 65ft. Sites will need to be flagged prior to implementation and if needed the following actions are acceptable: <ul style="list-style-type: none"> i) Placement of barriers within or adjacent to site boundaries to prevent access to or disturbance of deposits or historic features, or for protection of other sensitive resources on-site, when such barriers do not disturb subsurface deposits or lead to other effects to the site. ii) Non-intrusive barriers: wooden and other barriers anchored with rebar; rocks/boulders or other items placed on the

Resource	Design Feature
	<p>surface; weed-free straw bales or straw bales anchored with rebar; or other nonintrusive barriers approved by HPMs or qualified Heritage Program staff.</p> <p>iii) Fencing: "T"-post fencing; snow fencing; orange highway-type fencing; or other fencing approved by HPMs or qualified Heritage Program staff. (R5 PA 2.1-d1 and d2)</p> <p>3. Smith Creek Crossing: FS Site #05115200188/CA-PLU-2876H) placer mining complex is located on the SW side of the project area and will not be affected by this project. There is a small flat open area within the site boundary that has been previously disturbed. This can be used for the equipment staging area.</p>
Recreation/Safety	<p>Apply the standard management requirements for recreation and public safety, including public notification and coordination of project timing.</p> <p>If road maintenance or restoration projects cross or damage the trail tread (Middle Creek Trail #12E08, Antelope/Taylor Lake trail #11E17, or Cold Stream Trail #12E06), re-establish the trail to the appropriate design standards when implementation is complete.</p> <p>Operations will abide by the motor vehicle prohibitions in the Diamond Mountain Limited Vehicle Access Area (T 27/28 N, R11/12E). Specific acreage and timing is coordinated annually with the California Department of Fish and Game to provide for roadless deer hunting opportunities.</p>

Categorical Exclusion

This action is categorically excluded from documentation in an environmental impact statement (EIS) or an environmental assessment (EA). The applicable category of actions is identified in agency procedures as 36 CFR 220.6(e)(18), 36 CFR 220.6(e)(19), 36 CFR 220.6(e)(20), and 36 CFR 220.6(d)(4). The first three categories require a project or case file and decision memo, while such documentation for projects in the last category is left to the discretion of the responsible official.

I find that there are no extraordinary circumstances that would warrant further analysis and documentation in an EA or EIS. I took into account resource conditions identified in agency procedures that should be considered in determining whether extraordinary circumstances might exist:

Federally listed threatened or endangered species or designated critical habitat, species proposed for Federal listing or proposed critical habitat, or Forest Service sensitive species –

There will be no significant adverse effects to federally listed or Forest Service sensitive species.

One special status (e.g., federally listed or USFS Sensitive) aquatic species, Sierra Nevada yellow-legged frog, is known to occur near some of the project sites (e.g., road segments along Lone Rock Creek). In addition, a portion of the project is located within a USFWS Designated Critical Habitat (2016, Subunit 2A Boulder/Lone Rock Creeks) for the SNYLF; physically suitable habitat (but not Designated Critical Habitat) is present throughout the remainder of the project area. The biological assessment determined that the project may affect, and is likely to adversely affect the Sierra Nevada Yellow-Legged Frog and its critical habitat due to the potential for short term effects and the possibility of adversely affecting individuals. However, a reduction in sedimentation would result in a long-term benefit to the species and its critical habitat. The project was designed to minimize and not adversely impact the Sierra Nevada

yellow-legged frog and its habitat. Instream work is proposed within Smith Creek and West Branch Lights Creek, which is within suitable habitat but not Critical Habitat, and the species is not known to occur in either of those streams. Actions adjacent to occupied (and Critical Habitat) streams would be restricted to maintenance of existing roads or road obliteration; no instream work would be conducted. Short-term (few years) negative effects (e.g., increased sediment, cover removal) within suitable amphibian habitat, including SNYLF, are expected to occur due to heavy equipment use within a few short stream segments (e.g., Smith Creek, West Branch Lights Creek), and along stream segments where road maintenance occurs immediately adjacent to stream channels. The long-term result is expected to be improved aquatic habitat due to a more natural stream channel configuration, and reduced sediment input adjacent and downstream of maintained road sections. The project was included among many other projects on all nine Sierra Nevada forests in a U.S. Forest Service Region-wide programmatic formal consultation with the U.S. Fish and Wildlife Service April 2017), addressing effects of Forest Service actions on three species of threatened and endangered amphibians. Through the programmatic consultation process, we requested concurrence from U.S. Fish and Wildlife Service on the biological assessment determinations. On June 15, 2017, in an appendage to the Programmatic Biological Opinion, the US Fish and Wildlife Service found that the projects reviewed (including this project) were not likely to jeopardize the continued existence of the Sierra Nevada yellow-legged frog. In addition, they determined that the actions reviewed would were not likely to destroy or adversely modify critical habitat. The project will comply with all applicable Terms and Conditions identified in the programmatic Biological Opinion dated February 17, 2015.

Project activities will occur within or adjacent to suitable habitat for Forest Service sensitive species willow flycatcher and great gray owl. A district biologist will check for species occupancy prior to project activities, and a limited operating period will be enforced for project activities if occupancy is confirmed.

The Cold Stream culvert serves as roosting habitat for one or more sensitive bat species: pallid bat, Townsend's big-eared bat, and fringed myotis. A limited operating period is imposed and a district biologist will clear the culvert of bats prior to project operations.

Three sensitive plants are known from the project vicinity: Pulsifer's milkvetch, Susanville beardtongue, and adobe parsley. I find that the project **may affect individuals, but is not likely to result in a trend toward Federal listing or loss of viability.** For Pulsifer's milkvetch and Susanville beardtongue, all project operations are over 1000 feet from known populations. No direct effects to known populations will occur, though unknown individuals may be affected; indirect effects to known population are unlikely. A 100 foot stretch of an adobe parsley population adjacent to one project site will be flagged for avoidance, but individuals within the trail prism may be affected.

Flood plains, wetlands, or municipal watersheds –

There will be no significant adverse effects to flood plains, wetlands, or municipal watersheds.

Plumas National Forest corporate GIS data was reviewed to determine if floodplains, wetlands or municipal watersheds are present within project boundaries. As work will take place in stream channels, short-term increases in sediment and turbidity can be expected immediately downstream due to ground disturbance.

The potential effects of the proposed action on the floodplains and riparian wetlands would be limited in magnitude given the small footprint and the implementation of BMPs.



There are no municipal watersheds. Therefore no effects to these are expected from the proposed actions.

The proposed new structures would have an improved hydraulic capacity promoting a more natural flow regime through the area. The proposed obliteration would eventually restore overland flow. The road maintenance would increase overall drainage function and decrease sedimentation in the long term.

Congressionally designated areas such as wilderness, wilderness study areas, or national recreation areas –

None present.

Inventoried roadless areas or potential wilderness areas

None present.

Research natural areas –

None present.

American Indians and Alaska Native religious or cultural sites –

None present.

Archaeological sites, or historic properties or areas –

There are 23 cultural resource sites that are within the area of potential effect (defined as within 100ft of the proposed treatment locations) (see additional information below). All of the sites in the APE or adjacent to the treatment units remain unevaluated for the National Register of Historic Places (NRHP), and therefore must not be negatively impacted by project activities. In addition, indirect impacts to sites within the greater project area, such as staging areas for heavy equipment, must also avoid known heritage site locations. As a result, this project must comply with the mitigation measures listed below.

The majority of the sites are within areas where road maintenance will occur. Road maintenance is a screened activity according to the R5 Programmatic Agreement, screened activities have no or little chance of having an effect (R5 PA: 2.2n). Road maintenance is defined as

- *(n)Routine road maintenance and resurfacing where work is confined to previously maintained surfaces, ditches, culverts, and cut and fill slopes within road prism, where there are no known historic properties;*

Other activities, such as removing culverts and decommissioning roads are not screened undertakings. The project may continue without an adverse effect by following the design features, above.

Based on the mitigation measures provided in this document, this proposed action will have no effect on any NRHP eligible cultural resources. As a result, this project will be in compliance with Section 106 of the National Historic Preservation Act (NHPA).



Public Involvement

This action was originally listed as a proposal on the Plumas National Forest Schedule of Proposed Actions and updated periodically during the analysis. Project information was posted to the public website and a scoping letter was mailed to interested parties and tribes on January 3, 2017. One public comment was received about the project.

Findings Required by Other Laws and Regulations

National Forest Management Act

I find this decision is consistent with the Plumas National Forest Land Management Plan as amended by the Sierra Nevada Framework.

National Historic Preservation Act

This project meets the requirements of the National Historic Preservation Act of 1966, as amended and implementing procedures outlined in the Region 5 Programmatic Agreement.

Implementation Date

It is anticipated that the project will be implemented in spring or summer of 2018.

Administrative Appeal and Review Opportunities

This decision is not subject to appeal.

Contact

For additional information concerning this decision, contact: Environmental Coordinator Christine Handler, 559-920-2188; email: cahandler@fs.fed.us.

MICKI D SMITH
District Ranger
Mount Hough Ranger District

10-19-17

Date



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Appendix A - Response to Public Comments

The Mount Hough Ranger District of the Plumas National Forest initiated scoping for Indian Creek Watershed Road Maintenance and Smith Creek Stream Restoration Project under the requirements of the National Environmental Policy Act (NEPA) in January 2017.

The project was listed in the forest's Schedule of Proposed Actions (SOPA) in November 2016. A public scoping notice was published in the Feather River Bulletin on January 11, 2017 notifying readers of the scoping period and where they could obtain more information. Scoping letters were sent to seven individuals, organizations, and local government officials. Input was requested to be sent to the Mount Hough district ranger by January 25, 2017.

In response to the scoping request, letters were received from one organization, the Sierra Access Coalition. Specific comments and forest response are listed below.

Comment 1

We do not support the obliteration of the two non-system roads. These roads were built with taxpayer money as part of the logging infrastructure. There is a stand of large trees in this area that did not burn during the Moonlight Fire so these roads will be needed for vegetation management in the future. If the roads are determined to be impacting resources, they should be relocated away from sensitive areas. With the substantial funding available under the Moonlight settlement, it is the perfect opportunity to get road construction accomplished now so future silvicultural work and timber harvest in this area will be possible and our local economy will be strengthened. We support blocking roads that are not needed immediately, similar to a Maintenance Level 1 road so taxpayer investment in these roads is not lost.

Response to Comment 1

The roads proposed for obliteration are non-system roads. They are currently creating impacts to watersheds. While the roads may have previously been constructed as spurs or temporary roads for timber management, they were not included in the current National Forest System of Roads. A non system road is a road or trail that is not a forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas. They have not been authorized by a legally documented right-of-way held by a State, county, or other local public road authority. The Plumas National Forest Plan provides direction to obliterate roads that are no longer needed and to reduce the impact of roads on soil and water quality (see goals and policies 17a). If a road is not needed it is well accepted that decommissioning or obliteration is the most beneficial and cost effective way of meeting land management objectives (USFS BMP 2.1).

Comment 2

We are concerned that by using a Categorical Exclusion, future projects are not be considered. If you have considered past, present and future projects please provide us with the documentation of that analysis.

Response to Comment 2

In accordance with regulations, categorical exclusions are applied for categories of activity which do not individually or cumulatively have significant on the human environment effects. If the Responsible Official determines that an activity fits within a category of actions and there are no

extraordinary circumstances (as defined in 36 CFR 220.6(b)), then he or she can conclude that there are no significant effects.

Other past, present, reasonably foreseeable projects related to transportation and roads management are the Hungry Creek Road Maintenance and Stony Quarry Development Project (Decision Memorandum was signed April 2016) and the Moonlight Fire Area Restoration Project. These projects also proposed maintenance, reconstruction, and decommissioning of roads to improve watershed conditions and provide for future administrative and public access. These projects are expected to collectively reduce watershed impacts from roads and improve public access where roads were damaged by the Moonlight Fire and subsequent flooding.

Comment 3

At the Moonlight Project public meeting last fall, we were told that improvements to the Hungry Creek Road 27N09 would be part of a future road maintenance project, rather than part of the larger Moonlight Project. However, we don't see 27N09 on the list of roads that are being maintained under the Indian Creek Watershed Road Maintenance project. Will 27N09 be part of a future project, or has that important road work been cancelled?

Response to Comment 3

Maintenance and road improvement activities on 27N09 and other roads within the Hungry Creek watershed was included in the Hungry Creek Road Maintenance and Stony Quarry Development Project (Decision Memorandum was signed April 2016). Public notice (legal notice, website posting, and Schedule of Proposed Action) and scoping notifications for this project occurred in February 2016. The work on these roads is expected to begin implementation as soon as the summer of 2018.

Comment 4

At the Moonlight Project public meeting last fall, we were told that improvements to the Hungry Creek Road 27N09 would be part of a future road maintenance project, rather than part of the larger Moonlight Project. However, we don't see 27N09 on the list of roads that are being maintained under the Indian Creek Watershed Road Maintenance project. Will 27N09 be part of a future project, or has that important road work been cancelled?

Response to Comment 4

The Hungry Creek Road was planned as part of the 2016 Hungry Creek Road Maintenance and Watershed Improvement Project. A decision for that project was signed in April of 2016. The project is planned to be implemented in summer of 2018.